

# SEMAT Overview

08/30/00

## SEMAT II/IV - Purpose

- Furthering COMNAVSURFLANT's goal for a common assessment process that conforms to the Fleet Review Board (FRB) direction for commonality between Fleets, COMNAVSURFLANT has established the Systems and Equipment Material Assessment Team (SEMAT) process.
- The terms SNAPSHOTS, TARGET, Material Self-Assessment (MSA) and AEC have been canceled for COMNAVSURFLANT support. These events are now known as SEMAT visits I - IV respectively.
- Several changes have been initiated to the maintenance assessment process that will increase the usefulness of these visits and reduce their impact on ship schedules. However, other than the name changes, changes to available assessment services are intended to be transparent to Ship's Force.

## SEMAT II/IV - Purpose (Cont.)

- As with its predecessors, the SEMAT process continues to be a consolidated, logical series of planned material condition assessments (including Commanding Officer zone inspections) that remain in keeping with the Continuous Maintenance policy of COMNAVSURFLANT and implements the Inter-Deployment Training Cycle (IDTC) reductions mandated by the CNO and CINCLANTFLT.
- SEMAT visits are tailored for optimum effectiveness in helping Ship's Force prepare for both underway operations and scheduled maintenance availabilities.
- The goal of periodic material assessment for any particular maintenance object is to look at the right time, but no more than once per cycle.

## SEMAT II/IV - Purpose (Cont.)

- The Commanding Officer actively participates in the material assessment process to ensure that maintenance objects with developing failure indicators are evaluated and corrective action taken with accurate condition data.
- There remain a few stand-alone HM&E material inspections that are currently incompatible with the SEMAT visits. This is because of the excessive burden it would put on some Ship's Force to support these events simultaneously. However, all visits are expected to follow the find, fix, and train philosophy established by COMNAVSURFLANT.

# SEMAT II/IV - Basics

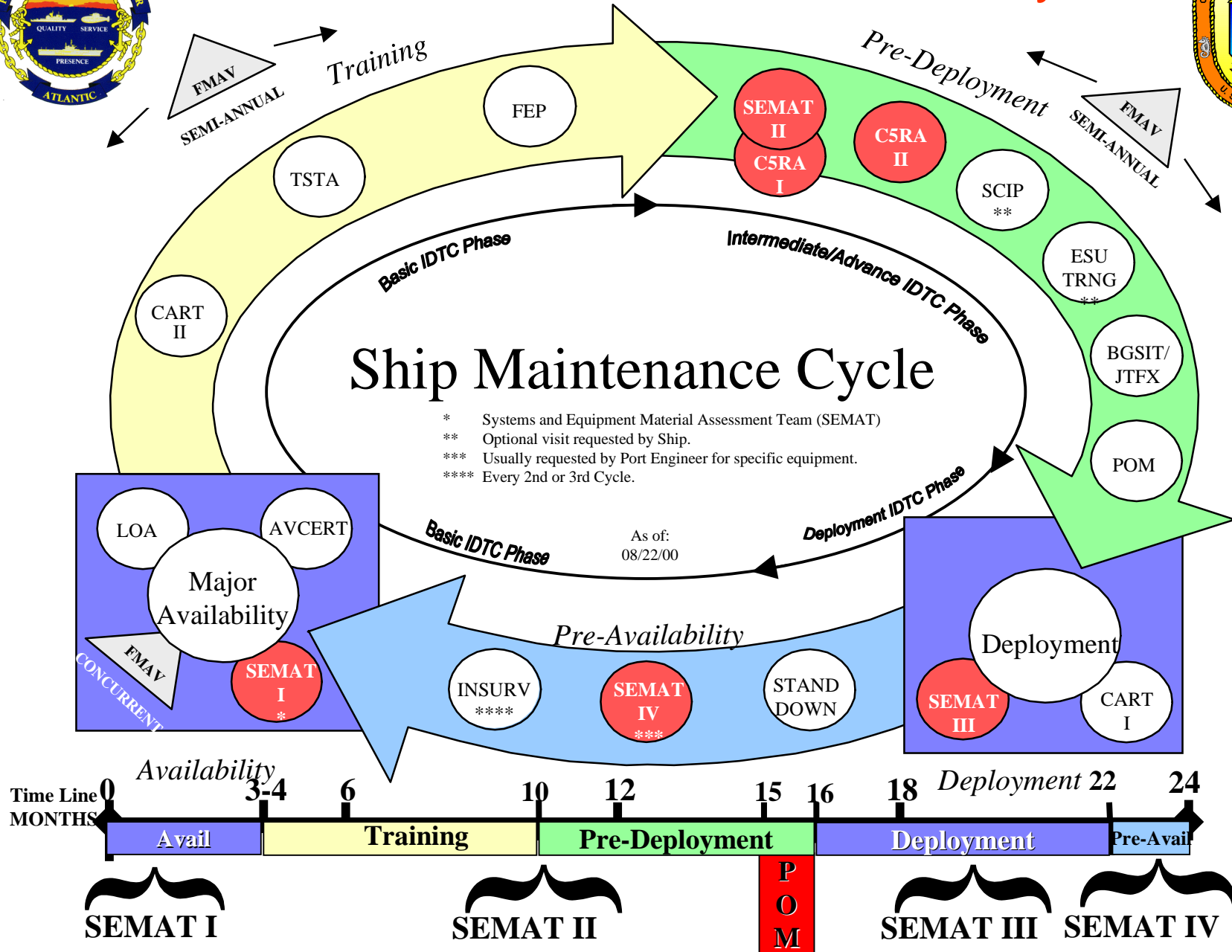
- Conduct material condition assessment of designated equipment and systems.
- Document all material discrepancies or deficiencies on 4790/2Ks and input into ship's SNAP system.
  - Identify corrective action as required
  - Identify level of repair effort as required to accomplish repair
    - Depot
    - Intermediate
    - Technical Assistance
    - Ship's Force

## SEMAT II/IV - Basics (Cont.)

- Identify correct time frame to accomplish repairs
  - Immediately
  - Prior to next underway
  - Prior to next deployment
  - Prior to next post-deployment availability
- Identify parts required to accomplish repairs
- Assist Ship's Force in obtaining required parts
- Assist Ship's Force is accomplishing repairs
- Provide assessment, troubleshooting, and repair methods training to Ship's Force



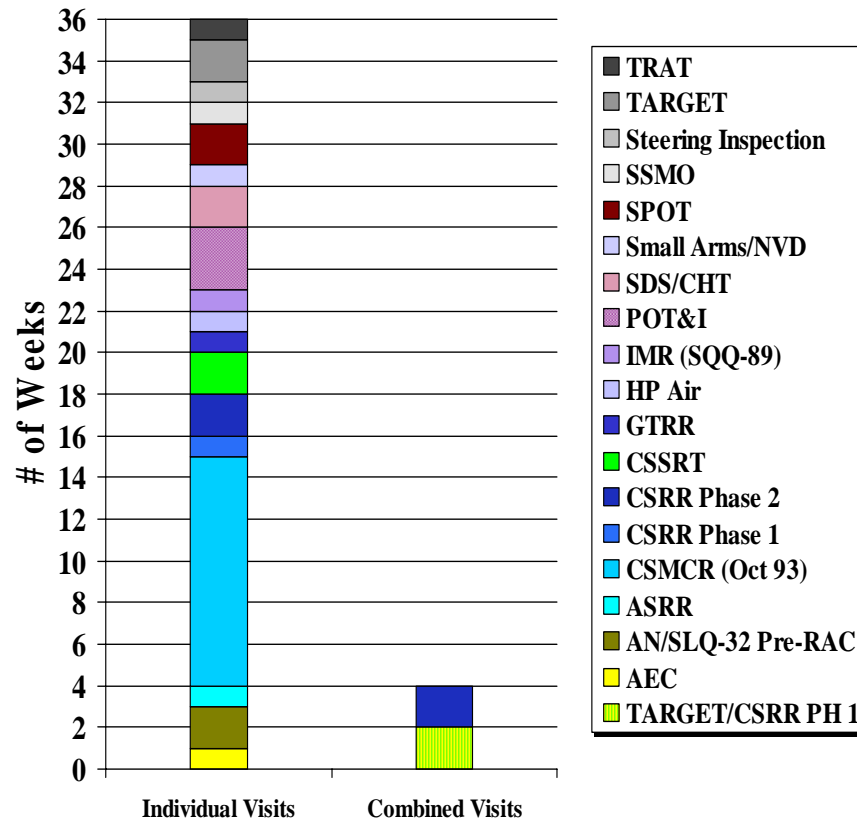
# CNSL Continuous Maintenance Cycle



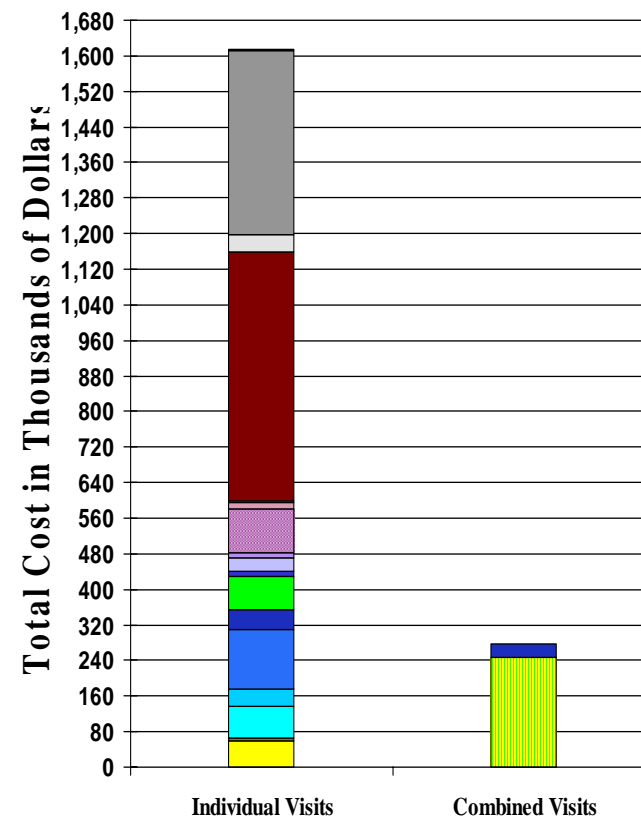
# SEMAT II/IV - Visit Reductions

(Visit Duration & Cost Reduction for typical Combatant)

## Visit Down 88.9%



Cost Reduced 82.9%





# SEMAT II/IV - Keys to Success

- Entire Ship's Force must be aware of SEMAT II/IV visit purpose and process.
- 3-M Coordinator performs critical role in ensuring visit results in an accurate, updated CSMP.
- Ship must avoid scheduling conflicting evolutions.
- Supply Department must coordinate with SEMAT II Visit Support personnel to aggressively pursue parts.
- For parts support, Commanding Officers should ensure sufficient funds are available to support the visit and must consider whether to defer repairs if shortfall occurs.

## SEMAT II/IV - Future Efforts

- Revised Planning sub-process that uses Master Assessment Index (MAI) to ensure that all maintenance-worthy items are afforded opportunity for assessment once per IDTC - “Look at the right thing at the right time.”
- Continue integration between Type Commanders and Fleets in material condition assessment program processes.
- Continue process improvements based on MOEs and MOPs - Revised MOEs/MOPs and Customer Surveys in Dec 99 based on previous survey inputs.
- Continue support to NAVSEA in response to interest from foreign Navies on establishing their own condition-based maintenance program using SEMAT as process/program template.

## SEMAT II/IV - Conclusion

- SEMAT II/IV are vital parts of Fleet Maintenance Philosophy.
- Objective System/Equipment Assessment.
- No report for Chain-of-Command; all documentation is via the CSMP and 3-M.
- The true customer is Ship's Force and Port Engineer/Maintenance Manager.
- Visit Team stays connected to Fleet via Technical Assists, other visits, and Direct Fleet Support.
- Validated material condition of ship improved maintenance planning (validated work candidates).